

CONGRATULATIONS! You have purchased the finest exhaust system available for your motorcycle. Your VANCE & HINES exhaust system is designed for today's rider, a rider who needs maximum performance, great styling and a perfect fitting system. VANCE & HINES spends months testing and designing to come up with the perfect combination of header tubing size and collector shape to give your bike the best possible performance. The VANCE & HINES system will give your bike more power on the low and mid-range, as well as the top end. There are many features that the VANCE & HINES system offers, here are just a few...

- MAXIMUM PERFORMANCE
- PERFECT FIT
- RACING HERITAGE
- MAXIMUM CORNERING CLEARANCE
- EXCLUSIVE POWER-FLOW BAFFLE
- VHR QUALITY & CRAFTSMANSHIP

INSTALLING YOUR NEW VANCE & HINES EXHAUST SYSTEM

1. Make sure that your headpipe gaskets are in good shape, if you have any doubts as to their condition, replace them. This will prevent any leaks that might occur.
2. Remove the old exhaust system.
3. Install the header portion of your Vance & Hines system. Use your existing header bolts and finger tighten only.
4. Install the tail section(s).
5. Mount the tailpiece to the stock mounting location or footpeg bolt.
6. On some models a centerstand stop has been provided. This stop will normally be mounted in the same location as the tailpiece. Adjust this stop so that the centerstand is in the highest possible position.
7. Go back and tighten down all nuts and bolts as well as checking all clearances to cowlings and other parts that could be damaged by heat.

RE-JETTING INSTRUCTIONS

After installing your Vance & Hines exhaust system, rejetting will be required. Vance & Hines jets all its exhaust systems with the Dyno-Jet recalibration kits. On the back side of this sheet are the applications and the Vance & Hines part numbers for our exhaust system. Stage I kits are made to work with the stock airbox. Stage III kits are designed to work with individual aircleaners.

WARNING: *Not re-jetting the carbs, therefore producing lean spots in the carburation fuel curve, will result in not realizing the full potential of this high performance exhaust system.*

DYNO-JET KITS

Part No.	Description
21087	KZ750 LTD Spectre 80-83 Stage I & III
21090	Ninja 900 84-86 Stage I & III
21091	Ninja 600 85 Stage I & III
21096	Ninja 1000 85-86 Stage I
21097	Ninja 1000 85-86 Stage III
21098	Ninja 600 86-87 Stage I & III
21099	Ninja 750 87 Stage I & III
21100	Ninja 500 87 Stage I & III
21101	Ninja 600 88 Stage I
21102	Ninja 600 88 Stage III